



HOW JOBS BECOME 'JOBS AMERICANS JUST WON'T DO'

THE TRANSFORMATION OF SKILLED MANUAL TRADES

In the 1980s, manual trades such as drywalling and automotive repair provided stable employment with respectable wages and benefits. During this era, a competent tradesperson could maintain a middle-class lifestyle through skilled labor. However, over the following decade, these industries underwent a significant shift. Traditional labor was largely replaced by subcontractors who prioritized high-volume production, often compensating workers based on the quantity of material installed rather than hourly wages. This transition typically eliminated standard employment benefits and fundamentally altered the professional standards of the trade.

THE ECONOMIC MISCONCEPTION OF UNWANTED LABOR

The assertion that there are "jobs Americans just won't do" is an economic fallacy. In reality, these are positions that domestic workers cannot or will not accept at suppressed wage levels that fail to account for the physical risk or cost of living. For instance, hazardous roles in roofing or gutter maintenance command a fair market value of \$35 to \$75 per hour when including benefits. When these roles are filled by undocumented labor for \$15 to \$20 in cash, the domestic

workforce is effectively displaced. Furthermore, the lack of employer-sponsored insurance for these workers often results in the public tax base funding their emergency medical care, as contractors may instruct injured workers to seek public assistance without revealing their employer.

THE DEGRADATION OF PROFESSIONAL TRUCKING STANDARDS

The erosion of fair working conditions is also evident in the trucking industry, which historically served as a reliable path to the lower middle class. Previously, obtaining a commercial driver's license (CDL) required a commitment to study, skill, and professional integrity. The introduction of "non-domiciled" CDLs has facilitated a pipeline of migrant labor, driving down wages and undermining regulations that limit driving hours. This trend has raised concerns regarding road safety, as the industry increasingly relies on drivers who may be incentivized to use unregulated stimulants to meet rigorous schedules, potentially turning public highways into dangerous environments.

SHIFTS IN THE LOGISTICS AND TOWING SECTORS

Labor patterns have also shifted in specialized sectors such as vehicle transport and fleet maintenance. In recent years, professional towing services that once followed strict safety protocols have been replaced by contractors who often lack essential safety gear, such as steel-toed boots or long pants. A growing number of these individuals originate from Central Asian nations, including Uzbekistan and Tajikistan, and frequently appear to be managed by entities located outside the United States. The speed at which these seemingly insignificant industries have been occupied suggests a lack of regulatory oversight and the exploitation of legal loopholes.

PROPOSED LEGISLATIVE AND POLICY SOLUTIONS

Addressing these systemic labor issues requires significant policy shifts, including a proposed 25-year halt on all immigration to allow the domestic labor market to stabilize. While the executive branch may attempt to manage the current influx, the responsibility for permanent reform lies with Congress. Under such a framework, genuine refugees would be supported through temporary safe havens established outside the United States. This would enable a structured legislative process to ensure that any future exemptions align with the nation's cultural and economic requirements. Ultimately, the goal is to restore a market where fair wages and professional standards make all trades accessible and sustainable for the American workforce.